### AFFAIRS OF THE RAILWAYS.

A Marked Decrease in Freight Traffic. The business of the week ending with Jan. 26 with most roads was disappointing. The train records show that 2,364 fewer loaded cars were handled at this point than in the week preceding, and it was but a little larger than in the corresponding week of 1888, when the weather was severe and the Northwestern and the Eastern roads were blockaded with snow. The light traffic cannot be charged to a scarcity of cars, as on most roads they are plenty. While bad roads may have something to do with it, the chief cause, so far as east-bound business is concerned, where its greatest effect is seen, is that grain, with the present rates and the low prices East, cannot be handled at a profit, and this may be the case for some days yet, if not weeks. The advance in south-bound rates, which takes effect Feb. 1, may help matters, but this is doubtful, as the bulk of the cotton crop has gone forward and the export movement is exceedingly light. Live stock shipments, as well, dropped to a minimum. The west-bound tonnage was somewhat heavier last week than in the week ending on the 19th, and fully up to the usual January average, with prospects of an early improvement. North-and-south roads are doing a good business for midwinter, and the free-dom from snow and severe cold weather has been decidedly in favor of the roads. Shipments of provisions, ice south, and especially of corn, are heavy, and north-ward the shipments of Southern pine and Southern fruits have been large for several Southern fruits have been large for several weeks past. The prosperity of the carworks North is proving quite a bonanza for the owners of the Southern pineries, and for the roads which reach them. Local business is good, as is evidenced in the fact that while the through movement over the Belt road last week was lighter than in the corresponding week in 1888, a much larger number of cars were handled over the Union tracks, which means heavier local traffic. The light movement of Indiana. traffic. The light movement of Indiana coals, and the lighter movement of hogs and cattle this year, go far to reduce the local business. Below is given the number of cars received and forwarded at this point in the week ending Jan. 26, as compared with the corresponding weeks in 1888 |Loaded|Loaded|Loaded

Name of Road.	cars, 1889.	cars, 1888.	cars, 1887.
L. N. A. & C. Air-line	-308	258	208
I., D. & S		295	356
I. & V	503	599	487
C. H. & L	532	678	540
L. E. &W. (Ind'p'l's div.)	358	366	431
I., B. & W. Eastern	593	623	983
1., D. & ". / Peoria	628	696	907
C., L.St. L.&C. Lafay'te	2,053	2,013	2,237
Cincin	2,263	1,990	2,470
J., M. & L	758	718	815
C., St. L. & P. Col'mbus .	1,512	1,176	1,494
Chicago	352	241	289
Vandalia	1,797	1,791	2,041
I. & St. L	1.514	1,839	1,804
Bee-line	1,557	1,937	1,846
Total	14.314	14.990	16 908
Empty Cars			5,412
Total movement	10.150	18,910	00.000
	1 13 4 3 4	18.2110	22.320

last week 12,336 cars.

Belt road engines last week handled but 601 car-loads of live stock, against 754 in the corresponding week of 1888.

The Big Four seems to be the only Indi-anapolis road which is taxed to its fullest capacity in handling the business offered. Last week every car which the company could command, and their entire power, were kept in service.

The week ending Jan. 26 seems to have been an off-week with the Vandalia, the road bringing into Indianapolis from the West but 922 loaded cars, against 1,456 in the week ending Jan. 19. West-bound the loaded-car movement was about the same

While the movement of empty cars con-tinues large, the movement of loaded cars in the last week has been much nearer equalized. For instance, the C., St. L. & P. brought in from the East 746 loaded cars, and forwarded 766; the Bee-line brought in from the East 750 loaded cars, forwarded 807, and on the other roads about the same proportion in car movement is noticeable, the C. I., St. L. & C. being the only exception. On that road the east-bound movement of loaded cars was largely in excess of the west-bound movement.

## The Western Presidents' Meeting.

[From Yesterday's Second Edition.] CHICAGO, Jan. 26 .- The Western railway presidents convened this morning and resumed consideration of the proposed agreement for the maintenance of rates. The committee appointed last night to name the boundaries of the territory within which the agreement shall be enforced made its report, and after some consideration the matter was referred back to the committee to look into the advisability of changing the proposed boundaries at a few points about which there seemed some difference of opinion. Pending further consideration by the committee, the conference continued its scrutiny of the general agreement without definite result up to the time of recess for luncheon at 1 o'clock this afternoon. Receiver McNulta, of the Wabash, was the chief dissenter to the report of the committee which attempted to define the territory of the committee which attempted to define the committee which attempted to define the territory of the association. His road is both an Eastern and Western line, and as it is a member of the Central Traffic Association, he desires the Wabash should become amenable to the new agreement only so far as its Western traffic is concerned. The other roads could not see a way clear to letting out a portion of the Wabash system and taking in the rest. An animated discussion followed on this point. The ardiscussion followed on this point. The argument failed to move General McNulta from his position, though apparently no effort was left untried to convince him that the agreement, if adopted, must be absolute, covering the entire systems signing it. This apparaion of territory was the first it. This question of territory was the first serious snag struck by the meeting. An understanding on the subject had not been reached at the hour of adjournment this evening. Vice-president Harris, of the Chicago, Burlington & Northern, was not quite satisfied with the amendment to Section 3 of the agreement. Softhe agreement. A competitor of the Burlington & Northern on St. Paul business is the Soo line, which has not been considered at all in the new organization. Mr. Harris intimated that the Soo should either be taken into the association or that the competitors on the inside should have the competitors on the inside should have the privilege of meeting any action it might take. It was claimed, however, by mem-bers other than Mr. Harris that the amend-

bers other than Mr. Harris that the amendment to Section 3 covers this point.

Any road has power to meet the competition of outside lines without giving notice in advance. In doing so it must be able to give good and sufficient reason for its action, or it will be compelled to pay the prescribed penalty. In other words, it must have the proof that rates are being cut by its competitors before its own rates are disturbed. There were no additional amendments to-day to the agreement. The committee on territory was continued, with instructions to submit another report at 10 o'clock Monday morning. The officials say they are determined to stick to the work until they are agreed on all points, if it takes a month.

The new mileage ticket is a feature of

The new mileage ticket is a feature of the proposed agreement of the Western States Passenger Association, but, contrary to general expectation, this contract was not finally approved to-day. The Wabash, at the eleventh hour upset the whole arrangement by serving notice that it would not sign the supplemental agreement (in not sign the supplemental agreement (in which only the Southwestern lines are directly interested) unless any action on the part of the roads other than the Wabash looking to a shortening of time of running trains between Chicago and the Missouri river or St. Louis would be regarded as a eut in rates. The general managers were staggered at this, and the meeting adjourned subject to the call of the chairman. The majority of the managers hope that the adoption of the presidents' agreement will obviate the new difficulty, but it remains to be seen whether Receiver McNulta will now sign that document.

Serious Blow at the Scalpers. [From Yesterday's Second Edition.]

CHICAGO, Jan. 26.-The general managers and Reneral passenger agents of the Western, Northwestern and Southwestern railways have agreed on a plan which, if lived up to, will make it impossible for the ticket-brokers to do any business to speak of. It was periected at a meeting held

The reports of the supreme cashier and succountant for the year ending business and disability have been paid. 'aggregating \$516,046.88, in been paid. 'aggregating \$516,046.88, in amounts of \$5 to \$25 per week on each claim.

The reports of the supreme cashier and due. We also buy municipal to the year ending business and disability have been paid. 'aggregating \$516,046.88, in amounts of \$5 to \$25 per week on each claim.'

The reports of the supreme cashier and due. We also buy municipal to the year ending business and disability have been paid. 'aggregating \$516,046.88, in amounts of \$5 to \$25 per week on each claim.'

The reports of the supreme cashier and due. We also buy municipal to the year provide the year business and disability have been paid. 'aggregating \$516,046.88, in amounts of \$55 to \$25 per week on each claim.'

The reports of the supreme cashier and due. We also buy municipal to the year business and disability have been paid. 'aggregating \$516,046.88, in amounts of \$55 to \$25 per week on each claim.'

here to-day, at which twenty of the twenty-one roads in interest were represented. The one unrepresented, the Chicago, Burlington & Northern, is known to be in accord with the agreement. A new form of mileage tickets was adopted, and unused portions of round-trip or through tickets will be redeemable at railroad ficket offices. The mileage tickets lack little of a photograph of the buyer. Height, weight, age, color of hair and eyes, beard, and any peculiarities are plainly marked in the book. The buyer must sign his name in the presence of the agent, and everytime he uses the mileage book he must duplicate his signature for the benefit of the conductor. Should he not be able to do so, or should he have changed the cut of his beard or perchance dyed it, he must pay his fare and lose his book. The provision relative to the cashing of unused portions of the tickets does away finally with any chance for what is called legitimate scalping. Should a passenger buy a ticket from New York to Kansas City and conclude not to go further than Chicago, he can, without going out of the depot, cash the unused part of his ticket at its full value, Hitherto the passenger has been compelled to sell the unused portion of his ticket for what a scalper to the passenger has been compelled to sell the unused portion of his ticket for what a sealper was willing to give.

Personal, Local and State Notes. The Keystone Car Trust Company has leased to the Big Four 292 cars, which have just been turned out at the Lafayette carworks.

The Cincinnati, Hamilton & Dayton has contracted with the Litchfield (Ill.) carworks to build 200 cars, to be delivered

It is stated that over 2,000 men are already at work in the grading of the Evansville & Richmond road between Elnora and Sey-

The Bee-line has increased its order to ten locomotives. The new equipment which the company has recently ordered will cost nearly \$425,000.

Through train service on the western division of the Chesapeake & Ohio road, in-cluding the use of the central passenger station at Cincinnati, will begin Feb. 10.

The earnings of the Lake Erie & Western road in the third week of January show an increase over the earnings of the corresponding week in 1888 of \$4,337; those of the Wabash proper, \$3,406.

fiThe Pennsylvania Company, since the arst of the month, has taken into its shops tt Fort Wayne nineteen engines, most of them light ones. Six of the number have been consigned to the scrap-heap, and thirteen are to be rebuilt.

The advance of 10 per cent. in grain rates from the North, via Missouri river, to Mobile, Memphis and other Southern points, which takes effect Feb. 1, will tend to turn the shipments of grain East from St. Louis and other Western points.

The New York & Ohio road, which Col. Horace Scott has a contract to build, runs from Streetsboro, O., to Greenville, Pa., connecting with the Cleveland & Canton at its northern terminal, and the Erie and the Pennsylvania at Greenville.

C. D. McKelvey, general superintendent of the New York, Susquehanna & Western road, has resigned to take the superintendency, on Feb. 1, of the Spuyten Duyvil di-vision of the New York Central, and of the Grand Central Station, New York city.

It is now stated that the reorganization of the Cincinnati, Washington & Baltimore road is not likely to be attended with further legal difficulties, all parties in interest, both in this country and abroad, being in favor of a speedy settlement of the matter.

The Vanderbilts and the Pennsylvania magnates are said to be fully in accord regarding the future of the South Pennsylvania scheme and whatever negotiations take place, it is said, will simply further cement the present friendly relations between the two interests.

It is one year to-day since the Ohio. Indiana & Western road was taken out of the hands of a receiver and the eastern and western divisions consolidated. The first year of the reorganized company's existence has been over a rough road, but better things are now in prospect.

Traffic Manager Grammar, of the Evans-ville & Terre Haute, and the Peoria, Deca-tur & Western, who had given notice that these roads would withdraw from the Ohio River Traffic Association, on Saturday last, after some coaxing, consented to re-main with the association and endeavor to strengthen it.

The committee of eighteen, appointed appointed four months ago to revise the contract on which the Central Traffic Association has existed, is making slow work of the matter. Chairman Blanchard spurred up the committee last week, and it is now expected that it will be ready to report within a few days, when another meeting will be called.

The Pullman Car Company is now practically master of the situation as regards furnishing sleeping and parlor car accommodations to the traveling public of this country. The Wagner Car Company has a field of its own and is not a competitor of the Pullman company, its lines all being over Vanderbilt properties.

The Pennsylvania's statement for December and the year 1888 shows that the falling off in net earnings was mainly confined to the Western systems of the company. The system east of Pittsburg earned in 1888 only \$186,000 net less than in 1887, but the Western lines show a deficiency in meeting all charges, amounting to \$160,000, against a surplus of \$1,600,000 in 1887.

The damages from the wreck on the C.. I., St. L. & C. road on Saturday morning, near Cincinnati, owing to the dense fog. are officially placed at \$600. The first report made it \$25,000, the second \$10,000. But few people, who are not experienced in railroad matters, can safely estimate the damages in case of accidents. It is invariably, as in this case, grossly exaggerated.

The charges of underhanded rate-cutting brought against the Wabash and the Lackawanna lines, after investigation, have proved to be unfounded. Managers of competing lines must not lend an ear to every rumor of rate-cutting, as a very considerable number of shippers and ticket scalpers would move heaven and earth to incite a renewal of rate-cutting.

Parties in Bloomingdale, Ind., have gotten out letters patent on a car-brake which is said by those who have examined it to possess real merit. It is an invention of John M. Swain. The brake is said to place a train under perfect control of the encincer and yet in case of accident or the gineer, and yet, in case of accident or the breaking in two of a train, it works independently on each car. Its simplicity, small cost and prompt effectiveness when applied are among its chief merits.

The Wabash passenger department is drawing the lines tighter on the use of its mileage books. General Passenger Agent Snow has sent a circular to all the passenger conductors warning them to take every possible precaution in handling the mileage books, and should any person present one who is not entitled to travel on the book it must be taken up and full fare demanded. These instructions are imperative, and disregarding them will be followed by dismissal. This action has done much to strengthen the belief that better rates and less traveling on borrowed mileage books is to be the programme on that road, as, whether justly or not, the Wabash is credited with being more loose in this matter than its competitors.

The Cincinnati, Sandusky & Cleveland Railroad Company has declared a 2 per cent. dividend, payable Feb. 11, and a similar dividend has been declared on the Columbus, Springfield & Cincinnati division. This is equivalent to 4 per cent. per annum, as the shares are \$50. In July last the stockholders were paid a dividend of 5 per cent by using the \$287,317 which the court ordered the Indiana, Bloomington & Western to turn over to them, yet they are Western to turn over to them, yet they are not satisfied, claiming that the L. B. & W. is still a debtor to them for \$30,000. It should be borne in mind that the C., S. & C. has a very light bonded debt, and it does not require very skillful management to earn a dividend after paying fixed charges and operating expenses.

## Order of the Iron Hall Items.

F. D. Somerby, chief-justice, is detained at his home in Philadelphia by reason of the

A dispensation was issued by the supreme justice on the 24th inst., authorizing the justice of local branch No. 790 with consolidation of local branch No. 790 with local branch No. 382. All members of the branch are requested to be present at the regular meeting of branch 382 next Wednesday evening to sign the roll-book of mem-bership. There will be two candidates initiated.

A movement is on foot toward the organization of a bureau of information for the purpose of aiding members of the order in business and assisting those needing em-ployment. Each local branch in the city is requested to bring the subject up for discussion at the next regular meeting and appoint a committee for the purpose of perfecting a substantial organization.

The final matured claims upon certificates seven years old aggregated \$561,300, making a total during the year of \$1,077,346.50.

A new branch of the order was instituted at Logansport, Ind., last Tuesday by Deputy Supreme Justice E. D. Miller, of Chicago. The number obligated as charter members was thirty-three, and several were absent who will be duly initiated at the next regular meeting.

the next regular meeting. Invitations have been received from branch No. 51, of Kansas City, Mo., by the supreme officers, to attend the seventh anniversary of the Iron Hall in that city. The charter members of that branch will be paid their final benefits on certificates issued seven years ago on Feb. 6.

The second payment of final benefits to the members of branches in Philadelphia, Pa., was made on last Wednesday evening at the American Academy of Music in that city, in the presence of a very large audience, \$82,000 being paid to ninety-eight members of Local Branches 25, 30, 38, 48, 55, 56, 58, 147, 445 and 638, all of Philadelphia.

General Benjamin Harrison, President-Elect of the United States.

Each ruler should ensample be—
A guide, a leader in the van—
Of moral worth and dignity
And all that goes to make the man.

Choice of his fellows! chosen well.
Who shall gainsay his right of place!
In that free land where honors dwell For him who noblest wins the race.

They know the service which his sword Brought to the state in time of stress, 'They know the value of his word Pledged to a cause which needs must bless.

And more they know—they've found in him, His private and his public role, True grit, no changing, changeful whim; But steadfast needle to the pole.

Consistent patriot! sprout from tree Sprung from our isle; transplanted when Great Cromwell shook the nations free From thraldom by the sword and pen, Made king-craft, priest-craft tumble down From false assumption and pretense; Made manhood take its regal crown By right of true inheritance.

So be thou conqueror in thy day Of baleful custom, arts that bind, Degrade, or blur in any way The onward music of mankind.

And thus thy record shall be white And spotless as in days gone by And form new contribution bright To page of human history. DUNDEE, December, 1888.

-People's Journal, Dundee, Scotland. "The President-elect has been a practical, if not a pledged abstainer all his life from intoxi-

### Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M., Jan. 26, 1889, as furnished by Elliott & Butler, abstractors of titles, Room 23, Ætna Building

George A. Catterson to Henry M. Tal-bott, part of lot 11 in square 67....\$13,000.00 George B. Yandes to Henry M. Tal-bott, part of lot 9 in square 44...... 15,750.00 Sarah M. Field to Mary M. Fuller, lot 14 in Hubbard et al.'s subdivision of square 11 in the southeast addi-

Charles E. Reynolds to Joseph Miller, lot 20 in C. E. Reynolds & Co.'s ad-250.00 dition to Haughville. Edward M. Harness to Robert E. Williams, lot 37 in Seaton's subdivision of block 25 in Johnson's heirs' addi-Caroline Hilderbrand to Casper Hess, lot 118 in Frederick Yeiser's addi-400.00 1,050.00

william H. English to Paul Gutzwiller, lot 32 in Martindale & Stilz's addiwilliam M. Vorhis to Oliver W. Vor-his, quit-claim to his interest in lots 10 and 11 in Blackmore & Thorn-John R. Elder, trustee, to Mary Ken-100.00 nelly, part of lots 76 and 77 in Drake's subdivision of outlot 14,

lots 27 and 28 in Farr & Coop's subdivision of Hannaman's addition ... Lillie E. Handley to Jane E. Selvage, lot 7 in block 20 in North Indianapo-Sylvia A. W. Gould to Benjamin F. Walker, part of lot 31 in Joseph R. Pratt's subdivision of outlot 172....

Samuel T. Hook et al., executors, to Sample Loftin, part of lot 110, also lot 93 in Ingram Fletcher's second William Whitewell to Mary Darmady, lot 66 in A. G. Stevens's subdivision of part of outlot 103. Amos H. Hoss to Anna M. Rumford, 1,500.00 

2.400.00 lot 9, square 13, in S. A. Fletcher jr.'s 1,300.00 part of lot 4 in Birkenmayer's addi-Pauline M. Stilz to Joseph P. Boyle, part of lot 4 in Birkenmayer's addi-

tion... Conveyances, 18; consideration .....\$44,125.25

A PRUDENT man is like a pin-his head prevents him from going too far. To prevent a cough from going too far, we should say: Use Dr. Bull's Cough Syrup.

## WE OFFER A SPECIAL BARGAIN IN A South Meridian-street block. C. F. SAYLES,

\$1250 WILL BUY A FORTY-FOOT LOT ON Delaware or Alabama street. C. F. SAYLES, 75 East Market. \$45 PER FOOT FOR A BEAUTIFUL AND desirably located lot on Illinois street. C. F SAYLES, 75 East Market. \$2300 WILL BUY AN EAST-FRONT. eight-room house and stable on Ash street. C. F. SAYLES, 75 East Market.

21900 WILL BUY A LOT 62.10x200 FEET ON Central avenue near Lincoln. No other part of the city has made a better advancement than this. C. F. SAYLES, 75 East Market.

C. floor, would be glad to see all parties who desire to buy or sell real estate, borrow money or secure insurance. He will do you good. FOR SALE - THREE FINE FARMS NEAR this city; one of 798 acres, elegant improvements, handsome location, fine timber and water, all fitted up for stock and grain farm, \$45 an acre; one of 740 acres, ordinary improvements, choice land, large gaswell on land, \$45 an acre; one of 600 acres, the richest of bottom land, produces immens? crops, \$50 an acre; all on extra long time. Will cut any of above to suit. DAVID S. MCKERNAN, 95½ East Washington st.

SOCIETY MEETINGS. MASONIC-MYSTIC TIE LODGE, NO. 398, F. and A. M. Special meeting in Masonic Temple at 7:30 o'clock this evening, for work-first degree.

J. L. MCMASTER, W. M.

WILLIS D. ENGLE, Secretary. MASONIC-CENTER LODGE, NO. 23, F. & A. M. Special meeting this (Monday) evening, at 7:30 o'clock, for work in third degree.

## DIED.

BAIRD—January 25, Hugh Baird, foreman of the I., D. & W. railroad shops. Funeral at his late residence, 32 Elder avenue, Monday, Jan. 28, at 1:30 p. m. All friends are invited to attend. Mr. Baird was an excellent man, and was much esteemed by all his neighbors and friends.

SCHONACKER - Mary, wife of Augustus G. Schonacker, at their residence, 48 Torbett street, of typhoid fever, aged 44 years and 3 months. Funeral Tuesday, Jan. 29, at 10 o'clock. Friends invited. Services at the house. HALE—On Sunday, Jan. 27, Henry J. Hale, in the 81st year of his age. Funeral services at the resi-dence of Arthur Coffin, 314 Bellefontaine street, Tues-day, 29th inst., at 2:30 p. m.

POWERS-Martin Powers, at St. Vincent Hospital Saturday morning, at 4 o'clock. Funeral Monday morning, at 9 a. m., St. John's Cathedral.

WANTED-AGENTS. A GENTS WANTED-\$75 A MONTH AND EX-penses paid any active person to sell our goods; no capital; salary monthly; expenses in advance; par-ticulars free. STANDARD SILVERWARE CO.,

## WANTED-MISCELLANEOUS.

WANTED-TO BUY SOME CERTIFICATES
Consumers' Gas Trust Co. D. H. WILES. WANTED-TRIMMERS-AT THE T. T. HAY. DOCK CARRIAGE CO., Twelfth and Plum

FINANCIAL. FINANCIAL-ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbot & New's Block. LINANCIAL-MONEY ON MORTGAGE, FARMS and city property. C. E. COFFIN & CO.

SIX PERCENT. ON CITY PROPERTY IN IN. \$50 000 TO LOAN AT 6 AND 7 PER CENT. No. 5 Odd-fellows Hall, N. E. cor. Washington and Pennsylvania. MONEY TO LOAN ON FARMS AT THE LOW-est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market st., Indianapolis.

FOR RENT. LOR RENT-BOOMS WITH STEAM POWER.

DAILY, SUNDAY AND WEEKLY.

The Most Complete Newspaper in all Departments in the State of Indiana.

No newspaper in the West is more widely or more favorably known than the Indianapolis JOURNAL. By the display of enterprise and strict attention to the wants of the reading public, during the great campaign of 1888, it has taken a leading position among the most prominent journals of the country, and is certainly among the best. Among the newspapers of the State it is pre-eminently the best, and Indiana readers can nowhere else find what they want in the way of State and local news. It circulates largely in every county in Indiana, and has correspondents in every town and village of importance. Its market reports are prepared with the greatest care possible, and no pains or expense are spared to make them accurate and absolutely reliable. It is the only newspaper in the State owning and publishing all the news furnished by the two great press associations (the Western Associated Press and the United Press), in addition to which it furnishes an abundance of special service from all the principal cities of the country. It has been, and will in future be, the aim of the publishers to make the Indianapolis Journal a perfect and complete newspaper, deficient in no department or particular. The paper challenges comparison with any of its contemporaries.

No Indiana reader, certainly no Indiana Republican, should be without the Journal. While it is thoroughly and soundly Republican in politics, devoted to the interest of the Republican party, the JOURNAL will not allow its news to be colored by partisan bias, but will give the news of the day without fear or favor.

Owing to the prominence of Indiana in the next administration, the JOURNAL will give particular attention to Washington news, which will be given far more completely than ever be fore. For this reason, if for no other, no Indiana reader can afford to be without it for the next

In addition to its new features, the JOURNAL regales its readers with the productions of some of the best known literary men and women of the day. Many of the most celebrated magazine writers and authors are contributors to its literary columns, making it a paper for the household and home circle. Special arrangements have been made for features of this character, which will appear in the Journal during the coming year. These appear most largely in the SUNDAY JOURNAL, which is a special edition, and can be subscribed for and received exclusive of the DAILY JOURNAL

## THE INDIANA STATE JOURNAL

(THE WEEKLY EDITION.)

One Dollar per year, has a circulation extending to every county in Indiana and adjacent territory. It is a complete compendium of the news of the week, accompanied by the latest market reports, and special departments devoted to agri cultural, horticultural and household topics. It is complete in every department.

DAILY.

One year, without Sunday	\$12.00
One year, with Sunday	14.00
Six months, without Sunday	6.00
Six months, with Sunday	7.00
Three months, without Sunday	3.00
Three months, with Sunday	3.50
One month, without Sunday	1.00
One month, with Sunday	1.20

WEEKLY.

One year ..... \$1.00 Reduced rates to clubs. Subscribe with any of our numerous agents, or send subscriptions to

INDIANAPOLIS, IND.

COPY OF STATEMENT OF THE CONDITION

## British America Assurance Co.

On the 31st Day of December, 1888.

JOHN MORRISON, Governor.	reet East, Toronto, Canada.  JOHN LEYS, Deputy-Governor.
	\$300,000
THE ASSETS OF THE COM	PANY ARE AS FOLLOWS:
Cash on hand and in the hands of agents or other person Bonds owned by the company, bearing interest at the ra- as follows, market value:	ns
United States government bonds, 4 per cent	39,900
Ohio State bonds, 3 per cent.  Georgia State bonds, 4½ per cent.  Bonds and stocks deposited with company's trustees, N	ew York, as per schedule filed, market 26,351.
Value Interest on United States bonds and railway stocks	160,S14.
Total assets	\$841,474
LIABIL	ITIES:
	49,005.
Losses in suspense, waiting for further proof	18,075.
Amount necessary to remsure outstanding risks	390,445
Total liabilities	
State of Indiana, Office of Auditor of State.  L. the undersigned, Auditor of State of the State	of Indiana, hereby certify that the above is a corre

[OFFICIAL.]

copy of the statement of the condition of the above mentioned company on the 31st day of December, 1888. as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal this 17th day of January, 1889.

BRUCE CARR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

LION FIRE INSURANCE COMPANY

On the 31st Day of December, 1888. Located at No. 223 Asylum street, Hartford, Conn. M. BENNETT, JR., Manager. The amount of its capital paid up is.....

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of 4 per cent., secured as follows, market value: United States government registered 4 per cent. bonds.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. Debts otherwise secured..... All other securities.... \$829,349.81 

The greatest amount in any one risk, \$10,000. \$314,088.82 I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 31st day of December, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal this 18th day of January, 1889.

[SEAL.] BRUCE CARR, Auditor of State.

OFFICIAL.

COPY OF STATEMENT OF THE CONDITION

## GERMAN FIRE INSURANCE COM'Y

On the 31st Day of December, 1888.

Located at No. 428 South Washington street, Peoria, Ill. THEO. J. MULLER, Secretary. B. CREMER, President. B. CREMER, President. THEO. J. MULLER, Secretary.

The amount of its capital is \$300,000.00

The amount of its capital paid up is \$300,000.00 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of 7 per cent., secured as follows, market value:

First mortgage bonds Hart, Hitchcock & Co.'s Works, Peoria, Ill

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

Debts for premiums. \$16,077.00 Losses unadjusted.
Lesses in suspense, waiting for further proof
All other claims against the company.
Amount necessary to reinsure outstanding risks. 

State of Indiana, Office of Anditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 31st day of December, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal this 16th day of January, 1889.

BRUCE CARR, Auditor of State.

OFFICIAL.

COPY OF STATEMENT OF THE CONDITION \_\_\_ OF THE \_\_\_

## On the 31st Day of December, 1888.

Located at Nos. 27 and 29 Pine street, New York city, N. Y.

Cash on hand and in the hands of agents or other persons.

Beal estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent, secured as follows, as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured, collateral loans.

\$93,825.92
2,000.00
873,700.60
873,700.60
5,500.00
77,530.95 State of Indiana, Office of Auditor of State:

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 16th day of [SEAL.]

January, 1889.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

--- OF THE ---

of Ke
to pu
. Will
reat n
t cam
the

## TRADERS INSURANCE COMPANY

On the 31st Day of December, 1888. Located at No. 160 La Salle street, Chicago, Ill.

E. BUCKINGHAM, President. R. J. SMITH, Secretary. E. BUCKINGHAM, President.

The amount of its capital is \$500,000.00

The amount of its capital paid up is \$500,000.00 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Real estate, unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent, secured as per schedule filed, market value.

Loans on bonds and mortgages of real estate worth \$460,610, and free from any prior encumbrance.

Debts otherwise secured.

Debts for premiums.

All other securities. 1,012,148.75 205,525.00 6.493.19 Losses adjusted and due.

Losses adjusted and not due.

Losses unadjusted.

Losses in suspense, waiting for further proof.

All other claims against the company.

Amount necessary to reinsure outstanding risks.

LIABILITIES:

\$69,893.13

17,272.73

335,915.22

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 31st day of December, 1888, as shown by the original statement, and that the said original statement is now on file in tais office.

In testimony whereof I hereunto subscribe my name and affix my official seal this 15th day [SEAL.] of January, 1889.

BRUCE CARR, Auditor of State. SUBSCRIBE FOR THE

State of Indiana, Office of Auditor of State.

# The Journal Newspaper Company INDIANA STATE JOURNAL

ONLY \$1 PER YEAR.